

2009



Annual Report



Greater Attleboro Taunton Regional Transit Authority
10 Oak Street • Taunton, Massachusetts 02780-3950 • 508.823.8828/ 800.483.2500

www.gatra.org

Description of the Authority

The Greater Attleboro Taunton Regional Transit Authority (*GATRA*) is a political subdivision of the Commonwealth of Massachusetts created under Massachusetts General Laws Chapter 161B. *GATRA* provides comprehensive quality public transportation services to meet the mobility needs of people throughout 26 member communities. These communities include; Attleboro, Bellingham, Berkley, Carver, Dighton, Duxbury, Foxborough, Franklin, Kingston, Lakeville, Mansfield, Marshfield, Medway, Middleborough, Norfolk, North Attleboro, Norton, Pembroke, Plainville, Plymouth, Raynham, Rehoboth, Seekonk, Taunton, Wareham, and Wrentham.

Fixed route bus service is offered in the communities of: Attleboro, Duxbury, Franklin, Kingston, Mansfield, Marshfield, Medway, Middleborough, Norton, North Attleboro, Plainville, Plymouth, Raynham, Seekonk, Taunton, and Wareham. These typically operate Monday through Saturday from approximately 6:00am until 7:00pm on weekdays and 9:00am until 5:00pm on Saturday. These communities also have complementary ADA/Paratransit services which have the same days and hours of operation. Fixed route buses typically run on a one hour to one and a half hour headway.

All of *GATRA*'s communities have demand response services. The hours and operation are based on the communities needs.

GATRA also provides daily brokerage transportation services for the consumers of the Department of Medical Assistance, Department of Public Health, and Department of Developmental Services who live in Southeastern Massachusetts.

Fiscal Year 2009 Service Highlights

GATRA continued to introduce new services even though both the economy and funding have been significantly constrained. In December 2008 GATRA began new fixed route bus service into the Towns of Duxbury and Marshfield. The service known as the Seaside Area Inter-Town Link (SAIL) connects these two communities with existing Plymouth area service in Kingston at the Independence Mall. Using this connection residents then have access to services throughout the Plymouth area. The service is funded with a federal Suburban Mobility Grant as a pilot to determine whether the need exists to continue the service. Once the demonstration period is completed a determination will be made as to the final routing layout and service plan.

In addition to the SAIL GATRA began operating demand response services in Duxbury, Marshfield, Pembroke, and Wrentham. These services are geared to assist seniors and people with disabilities to get access to local public transportation.

GATRA also changed a portion of the OWL fixed route service in Wareham to a route deviation system. Funding for this deviation was provided through a federal Jobs Access Reverse Commute (JARC) grant. A portion of the OWL Link 2 service was converted to provide for a flexible route into the Town of Bourne servicing commercial, residential, and medical areas for people to gain access to the fixed route system. This would allow for opportunities to have more access to public transportation in the deviated zone for both local service as well as connections to the Wareham service. In addition, with the service extension to the Lakeville Commuter Rail station from Wareham, people now have a regional connection with MBTA service as well.

All other GATRA services saw a moderate increase in ridership even as the economy began to take its downward spiral. The ridership statistics are presented in this report for the various systems operated by GATRA.

RIDERSHIP



GATRA continued to enjoy an increase in ridership in 2009. Total ridership in fiscal year 2009 grew by 7.8% over fiscal year 2008.

2009

	<i>Fixed Route</i>	<i>Demand Response</i>	<i>Human Services Brokerage</i>	<i>Total Ridership</i>
Annual Ridership	592,841	217,174	841,352	1,651,367
<i>(Breakdown of Fixed Route and Demand Response Services on Following Page)</i>				

2008

Annual Ridership	581,595	193,240	745,551	1,520,386
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2007

Annual Ridership	544,012	186,706	697,222	1,427,940
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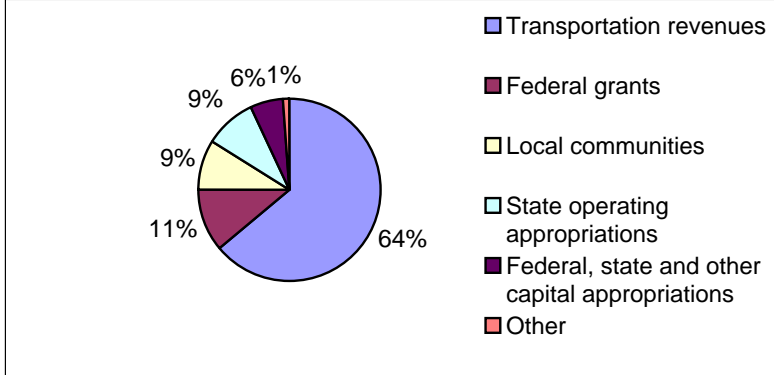
Fixed Route	Unlinked Passenger Trips
Attleboro/Taunton	427,654
Plymouth Area Link (PAL)	75,368
Duxbury/Marshfield (SAIL)	9,574
Onset Wareham Link (OWL)	71,721
Franklin Service (FAB)	8,524
Total Fixed Route	592,841

Demand Response	Unlinked Passenger Trips
United Dial-A-Ride	14,759
Attleboro/Taunton	94,878
Bellingham	3,909
Carver	6,743
Kingston	5,026
Lakeville	3,154
Mansfield	15,589
Medway	14,198
Middleboro	7,632
Pembroke	5,011
Plainville	5,826
Plymouth	21,505
Rehoboth	2,469
Wareham	16,475
Total Demand Response	217,174

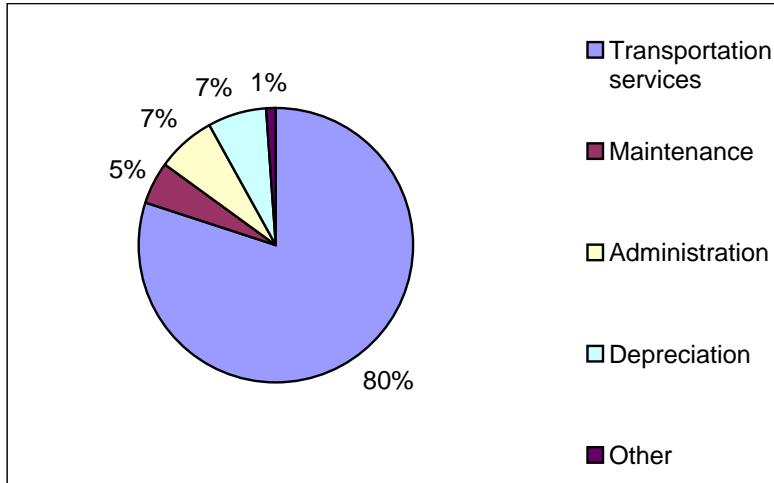
GREATER ATTLEBORO-TAUNTON REGIONAL TRANSIT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS - UNAUDITED
FOR THE YEAR ENDED JUNE 30, 2009

The revenues and expenses by source are delineated in the following graphs:

Revenues by source:



Expenses by source:



Financial Ratios

"Working Capital" is the amount by which current assets exceed current liabilities. The Current Ratio, which compares current assets to current liabilities, is an indicator of the ability to pay current obligations.

	<u>2009</u>	<u>2008</u>
Working Capital	\$ 7,280,000	\$ 5,798,000
Current ratio	2:1	3:1

The working capital and current ratio indicate that the Authority has an excellent ability to meet current obligations.

"Liabilities to Net Assets" indicates the extent of borrowing.

	<u>2009</u>	<u>2008</u>
Liabilities to net assets	117%	90%

This increase was caused by an increase in liabilities related to both transportation vendors and capital asset vendors and an increase in revenue anticipation notes.



Legislative Highlights and Recommendations

The Greater Attleboro Taunton Regional Transit Authority was fortunate to receive seven million dollars in federal stimulus funds to complete much needed capital projects and stimulate the economy in our area. The funding was made possible by the passing of the American Recovery and Reinvestment Act on February 13, 2009. GATRA will undertake several construction projects and make necessary capital purchases with this funding over the next few years. These projects include the rehabilitation of the historic Attleboro Commuter Rail Station and improvements to GATRA's Taunton Terminal building. GATRA will also be purchasing transit buses and minibuses to replace aging vehicles in its fleet.

Also in 2009 GATRA began receiving funds through two grant programs created under the federal SAFETEA-LU legislation. The programs, Jobs Access Reverse Commute (JARC) and New Freedoms, were designed to enhance public transportation services for low-income individuals and people with disabilities to access jobs and training. GATRA was successful in receiving several contracts for funds under these programs in order to expand services in many communities to meet the needs of individuals who are either low-income or with a disability to access employment or training opportunities.

The Massachusetts legislature undertook a major initiative in the 2009 legislative session to reform the various transportation agencies under the umbrella of a new Massachusetts Department of Transportation (MassDOT) office. This reform will go into effect in November of 2009 and will have far reaching impacts on all public transit, highway, and aviation services provided through the Commonwealth. It is unclear at this time the impact this legislation will have on the Regional Transit Authority program.

The Regional Transit Authorities have been working with the planning office of MassDOT to look at how the Authorities are funded both in operating and capital programs. The first initiative was to create a funding formula for the State Contract Assistance fund. At this time a formula has not been finalized.

During this session the legislature also created a Transit Development fund. Initially the Regional Transit Authority program was to receive a higher percentage of this fund, but in the final negotiations with the legislature a dollar amount was set which was not adequate to fund any part of the Regional Transit Authority program. The creation of this fund was also an attempt to forward fund

the RTA program as it is the last remaining reimbursable line item in the State budget. This did not come to fruition during the legislative session. Much discussion still continues on the funding of the RTAs and finding a solution to bring the Regional Transit Program current in the State budget as well as identifying a revenue source to commit to the Transit Authority's programs.

Legislative successes included the reinstitution of Section 11 of the Regional Transit Authority legislation providing for Commonwealth backing of RTA borrowings. However, the Regional Transit Authority program line item continues to be underfunded creating deficits for the Transit Authority program operations. Capital funding has also been an issue. This problem will continue to escalate as the capital needs for the Regional Transit Authorities grow over the next couple of years.

Comprehensive Program for Mass Transit

GATRA works very closely with both SRPEDD and Old Colony Planning Commission in implementing the recommendations for transit services in Regional Transportation Plans. Within the Regional Transportation Plans are sections that deal with public transportation. Both agencies ask for additional operating funds for public transit services to be expanded in growing communities and to address new development which has taken place in Southeastern Massachusetts. The specific provisions of these programs will be made part of GATRA's goals of expanding local public transportation services.

Several new communities have joined GATRA as members. These communities need public transit services and GATRA is working diligently with them to identify needs to incorporate into the GATRA comprehensive transportation program.

Advisory Board Members

Community

Attleboro
Bellingham
Berkley
Carver
Dighton
Duxbury
Foxborough
Franklin
Kingston
Lakeville
Mansfield
Marshfield
Medway
Middleborough
Norfolk
North Attleborough
Norton
Pembroke
Plainville
Plymouth
Raynham
Rehoboth
Seekonk
Taunton
Wareham
Wrentham

Chair

Mayor Kevin Dumas
Skip Goodnow
Joseph Senato
Jack Angley
Thomas Pires
Jonathan Witten
Michael Stanton
Christopher Feeley
Paul Gallagher
Charles Evirs, Jr.
Ann-Margaret Baldwin
Katharine O'Donnell
Glenn Trindade
Wayne Perkins
Ramesh Advani
John Rhyno
Robert Kimball
Terry Finnegan
Robert Rose
Richard Quintal, Jr.
Joseph Pacheco
Christopher Morra
John Turner
Mayor Charles Crowley
James Potter
Mary Dunn

Designee

Mayor Kevin Dumas
Denis Fraine
Mark Pettey, Jr.
John Mickevich
Alice Souza
Joanne Moore
Vicki Lowe
Christopher Feeley
Paul Gallagher
Charles Evirs, Jr.
Gale Farrugia
Rocco Longo
Dennis Crowley
Wayne Perkins
Jack Hathaway
Mark Fisher
James Dinsel
Hilary Wilson
Leland Ross, Jr.
Patrick O'Brien
Joyce Rodrigue
Janice Godfrey
Bernie Huck
Mayor Charles Crowley
Marsha Griswold
Anna Deschamps

Disabled Commuter Representative – Sheila Ronkin



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